



The China Mail.

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CENTRAL.

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HONGKONG, FRIDAY, NOVEMBER 8, 1911.

日三十月九年三統宣

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Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrentz, Esq.
Hong Kong, July 22, 1911. 1424

VICTORIA SKATING RINK.

Great Reduction in Prices

FROM NOVEMBER 1st.

MONDAYS and THURSDAYS from 4 to 7 p.m. are reserved for the Hong Kong Club Members.

All Sessions \$10 per month.
First Three Sessions \$3 per month.

Monthly tickets to be had on application at the Rink.
Hong Kong, September 25, 1911. 1236

THE WORLD FIFTY YEARS HENCE.

Dr. W. H. Fitchett, the famous Australian Macaulay, writes in *Public Opinion* on "Three Certainties of the Future."

The certainties of the future, in his judgment, are (1) a revolt of the world's common sense against the present system of international politics, with their intolerable burden of fleets and armies; (2) an immense advance in the social condition of the working classes, due to the new political force these classes will derive from cohesion between themselves; and due, in an even higher degree, to the new authority of Christian ideals amongst all classes; and (3) a new authority which Christian faith will take, largely as the result of science, which, like Kepler, will learn "to think God's thoughts after Him." But, this new authority of religion may express itself in terms which, at first, the churches may not recognise.

"If God can hide a physical eternity in a speck of uranium, it is credible that He must intend a better kind of immortality for the human mind that can unlock the puzzle of the speck of uranium, and count its rushing particles."

Detective-Inspector Charles Henry Wyatt of Kuala Lumpur has instituted proceedings against Mr. William-Francis, claiming \$1,000 damages for maliciously causing to be published, in M.A.P., a statement to the effect that the Frenchman was a forger to prove that two witnesses concerned in his wife's case were threatened by the police to obtain their statements. This, Inspector Wyatt declares, is untrue. It is understood that this action has been entered by the Home Government. Mr. Frandell is proceeding to England, having resigned from the Victoria Institute, Kuala Lumpur.

IT IS A WONDER.
CHAMBERLAIN'S Pain Balm is one of the most remarkable preparations yet produced for the relief of rheumatic pains and for lumbago, sprains and bruises. The quick relief from pain which it affords is alone worth many times its cost. For sale by all Chemists and Druggists.

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (Switzerland)

AND LONDON.

Another Famous Product of the above Company is its

MILKMAID

BRAND

Full Cream Milk.

LARGEST SALE

IN THE WORLD.

As a guarantee of Quality.

SEE THE **Milkmaid** ON EVERY TIN.



Hong Kong, December 1, 1910.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

To Advertisers, S.S. Companies & Captains of Passenger Steamers.

In the interest of Advertisers and of the travelling Public, a copy of the above book for 1911 has been sent free of charge to the Captain of EVERY Passenger Steamer leaving or calling at Hong Kong.

The following have already been supplied:—

N. Y. K.	30	Philippines S.S. Co.	2	Men. Mar.	13	Gibb, Livingston	4
B. & S.	22	H. K. & M. S.S. Co.	11	T. K. R.	8	Douglas S.S. Co.	4
P. & O.	18	S. K.	10	C. P. R.	5	Mos. Cart.	3
Jardine, Matheson	18	Java China & Japan	8	Apar	5	Jebsen & Co.	2
N. D. L.	15	Pacific Mail	7	Bank Line	4	Carlson & Co.	3

Captains of any other Passenger boats desiring copies please apply to

K. A. MASSEY, HOTEL MANSIONS.
Hong Kong, November 1, 1911. 1411

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 7 & 10 A.M. and 10 P.M. (Sunday 10 P.M. only) (Saturday 7 A.M. and 10 A.M. only).
CANTON TO HONGKONG—Daily at 5 A.M., 12 noon and 5 P.M. (Sunday excepted).
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Sundays at 7.30 A.M. and 2 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
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The s.s. **SUI TAI** leaving on SUNDAYS, at 12.30 P.M. connects with the Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
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In a PROMINENT LOCALITY in the Old Post Office.

EVERYTHING NEW, FRESH AND ATTRACTIVE IN INDIAN, CHINESE AND JAPANESE GOODS.

Prices Very Moderate.
A TRIAL EARNESTLY SOLICITED.
G. W. RAMCHAND & CO.,
Old Post Office Buildings,
Queen's Road Central.
Hong Kong, October 11, 1911. 1329

SIEN TING, Surgeon Dentist.
No. 14, D'Almeida Street.
TERMS VERY MODERATE
Consultative Free.

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NOTICE.

THE GOVERNMENT of MACAO, through the Harbour Office, hereby announces that, for the space of 10 days from the publication of this Notice in Government Gazette, it will receive tenders for the purchase of TWO MOTOR BOATS for use in the Macao Harbour.

Tenders should be forwarded in sealed covers, addressed to the Harbour Master, up to the aforementioned date, in conformity with the terms and conditions which may be seen in the Macao Harbour Office and in the Portuguese Consulate, Hong Kong.

ALBERTO THEOPHILO RIBEIRO,
Acting Harbour Master, &c.
Harbour Master's Office,
Macao, 29th October, 1911. 1404

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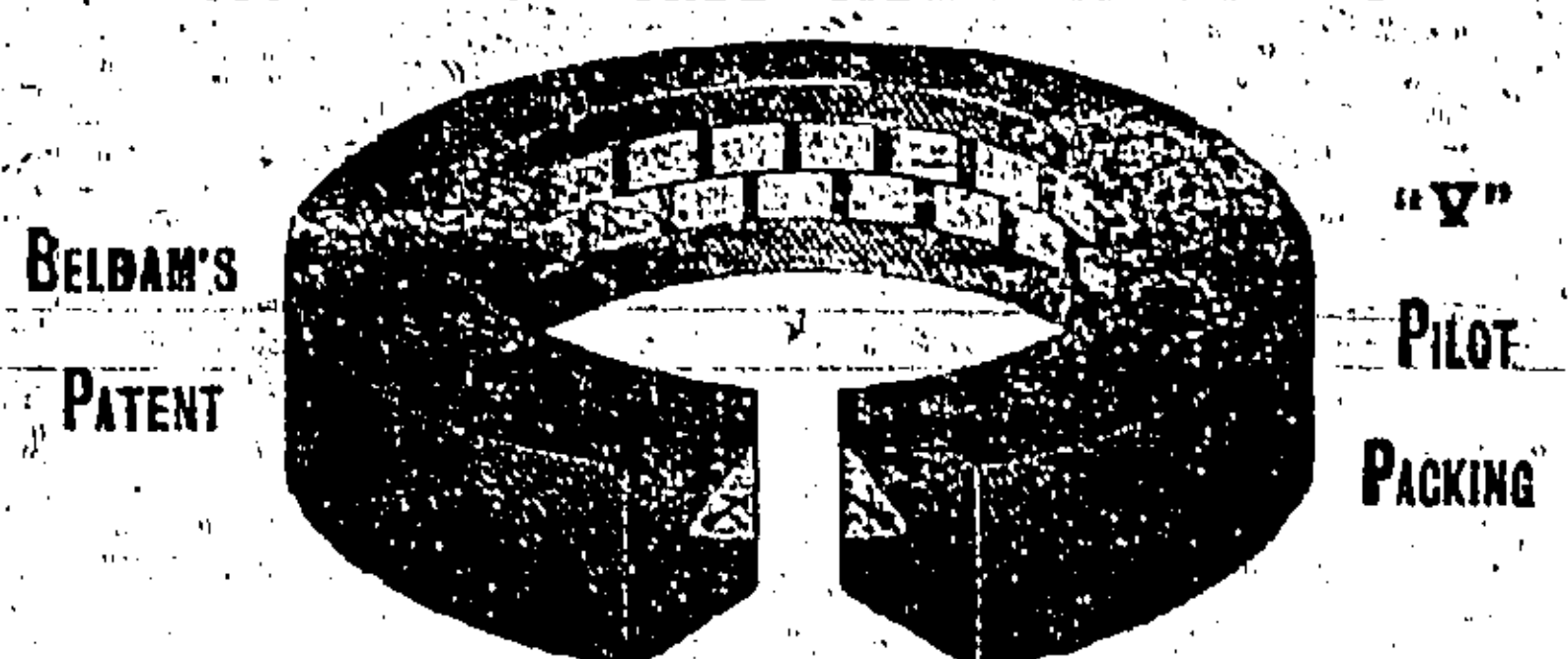
Dinners or Suppers supplied from 100 to 1000 Persons.

TELEGRAPHIC ADDRESS: **GRAND,**
Hong Kong

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Proprietor
Telephone No. 813

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THE EASTERN ASBESTOS COMPANY,
Office and Showrooms: 4, Queen's Building, Chater Road.
Telegrams: "CORRUGATED, HONG KONG." Telephone No. 501. HONG KONG.

Agents:

A. S. WATSON & Co., LIMITED.

Hong Kong

Dispensary,



Hong Kong, October 2, 1911.

CRUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.

Gives immediate relief. Price 60 cents per bottle.

MARTIN'S MIXTURE.

A specific for Luesenza, Hay Fever, Cold in the Head. Price \$1 per bottle.

PREPARED ONLY BY

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THE HONGKONG HOTEL.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAIL.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hong Kong, the harbour and adjacent island, for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$5 per day Men.
Ladies—From \$6 per day.
Telegraph Add: "Peaceful."
Hong Kong, February 8, 1908.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).
QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.
L. GAMEAU, Proprietor.
N. BLUMENTHAL, Manager.
Hong Kong, October 1911.

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A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy rooms, luxuriously furnished, Electric Light and Fans throughout. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.
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In Casks of 375 lbs. net.

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FOR A SHORT PERIOD FROM 1st NOVEMBER.

Exceptionally Low Prices!!

Absolute Bargains!!!

INSPECTION EARNESTLY SOLICITED.

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1409

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LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hong Kong and China.

The Taikoo Dockyard and Engineering Co. of Hong Kong, Ltd.,

AGENTS, BUTTERFIELD & SWIRE

Hong Kong, October 3, 1911.

1289

Diss Bros
TAILORS

Hong Kong, October 20, 1911.

1324



CHAMPAGNES

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BOLLINGER & CO.

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LIMITED,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.
LARGE SELECTIONS OF
GOLD AND DIAMOND JEWELLERY.
GOLD AND SILVER ENGLISH WATCHES.
"HIGH-CLASS GRADE."
ENGLISH HALL MARKED SILVERWARE.
PRESENTATION PLATE, CUPS, BOWLS, ETC.
AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD
KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS
AND NAUTICAL BOOKS.
Sole Agents for the EMPIRE TYPEWRITER.
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WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPOONS.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG
Prices right.

WING ON Co.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
HAVE JUST RECEIVED NEW SHIPMENTS OF:
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
109-213, DES VŒUX ROAD CENTRAL.
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Telephone 189.
Hongkong, August 15, 1910.

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AVENARIUS CARBOLINEUM
THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND
LASTING PROTECTION
AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restauranters.

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Hongkong, July 20, 1910.

THE CHINA MAIL
COMBINED COLOURED
TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons
during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents.

From the CHINA MAIL Office.

Intimations.

MITSU-BISHI GOSHI KWAISHA

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTASE, YO-
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NAMASUTA, SAYO, SHINNEW
and KAMITAMADA Collieries.

AGENTS for KISHIDAKE & SAKITO
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Nagasaki, Moji, Karatsu,
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Try. Apparatus for above: IWASAKI

Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

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Co.

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For particulars, apply to

Y. SHIBUYA,

Manager,
No. 2 PRINCE STREET,
HONGKONG.

Hongkong, April 29, 1911.

FRIDAY,

3rd Nov.,

CITY

HALL.

CATHEDRAL CHOR CONCERT

Tickets

\$3 & \$2

(for the

Organ Fund)

Plan at

ROBINSON PIANO CO.

Hongkong, October 28, 1911.

1395

AL FRESKO FETE.

IN AID OF THE FUNDS OF THE

SOCIETY OF ST. VINCENT DE PAUL

to be held in the Compound of the

ROMAN CATHOLIC CATHEDRAL,

on

SUNDAY, 5th November, 1911, from

9 P.M. to 11 P.M.

UNDER the most distinguished patronage

of His Excellency the Governor,

Sir FRANCIS LUGARD, G.C.M.G., O.B.E.,

D.S.O. and LADY LUGARD.

Admission Ticket \$1—which is entitled

to a Souvenir on its presentation at the

Souvenir Pavilion on the evening of the

Fete only.

The public is respectfully invited to in-

spect the various stalls from 2 to 7 P.M. on

the 5th November.

Tea, Cakes and refreshments will be

served during the afternoon and night.

Grand Cinema-graph Show will be

exhibited during the evening and night.

By kind permission of Lieut.-Col. Hamilton

and Officers, the Band of the King's

Own Yorkshire Light Infantry will play

from 9 to 11 P.M.

Tickets can be obtained from To-day, at

Messrs GRACE & Co., Polder Street, and

at the Roman Catholic Cathedral Com-

pound on Sunday, 5th November, from

9 A.M. to 7 P.M. and at the gate on the

night of the Fete.

Special arrangements have been made

with the Peak Tramway Co., Ltd., to run

a late train at 11.30 P.M. for the convenience

of the Peak residents.

Hongkong, October 28, 1911.

1393

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU-BUSSAN-KAISHA.

Hongkong, December 17, 1910.

5128

INTERESTING REVIEW OF
THE RUBBER POSITION.

Will Prices Ever be Stable?

The price of crude rubber, present and future, is more interesting to the trader than any other topic. To manufacturer, planter, importer, broker, whether he be located in Montreal or Montevideo, Peking or Paterson, Manchester or Melbourne, Akron or Aden the question is paramount. Who makes the price when they are made? Whether or not the law of supply and demand is more potent than speculative influences is beside the question if only there were any degree of certainty about either the ups or the downs. Two dollar rubber, even three dollar rubber, does not matter if only it persists for a reasonable period. The present comparatively low price of rubber can be of no advantage to the manufacturer for a long time to come. A year of rubber at 1.08 dol. would be none too long to enable makers of rubber goods to adjust their prices after a period of 3 dol. rubber. The price is immaterial if only it be somewhere near permanent. When one remembers that in 1902 the price of spriver fine was 76 cents, that three years later its average was 82 cents higher, that still three years later it had dropped off 30 cents, that two years later still it jumped 224 dol. higher than in 1902, and then sagged back some 2 dol. it will be seen that buyers were perforce speculators.

The Amazonian producers do not want this sort of uncertainty. It is exceedingly hard on the industry there for them to see 3 dol. rubber for a time and be practically worthless and then 1 dol. rubber and be "broke." No one can blame them for trying to corral the surplus, that at least 1.50 dol. be realized. Nor, were they able to insure that price for, say, five years, would there be the slightest objection on the part of the rubber manufacturers. I would, at first blush, seem as if Brazil's opportunity would be when rubber was high and there was plenty of money. Such is human nature, however, that the reverse is true. It is catastrophes that bring out what is in man or people. The low price of rubber, the necessity for increased revenue will be the spur that will urge Brazilian rubber producers to improved business methods, lower first costs, planting, etc., that they may compete with the rest of the rubber producing world.

THE RUBBER MARKET CHANGING.

That the marketing of crude rubber is likely to undergo notable changes in the next few years will hardly be disputed except by those who desire no change. Plantation rubber in thousands of tons, free from sand, bark, mud, stones and water, has started the whole wild rubber world toward the production of gum equally clean, equally dry. Time was when no rubber manufacturer would accept washed crude rubber. He feared, and sometimes justly, mixtures of less valuable sorts; difficult of recognition except in the cure. Washed rubbers are now used everywhere, and the user finds that they are not as likely to be adulterated as are the wild sorts.

In this evolutionary period, when crude rubber is gradually working up to higher and more stable levels, it is perhaps possible that American listing on a stock exchange is in the line of real progress.

RUBBER INVESTORS FRIGHTENED.

Many conditions are conspiring to fill with fear the hearts of European investors in rubber plantation stocks. Foremost is the exasperating way in which the price of crude rubber clings to the dollar level, nor does the fact that rubber planting is extremely profitable, even at this low price, abate their fears.

Then there is synthetic rubber, not rumors of it, but actual exhibitions of process and product, by men who must be taken seriously. So it happens that many are selling out even at a loss. Those who cannot find a market at satisfactory prices are beginning a campaign of inquiry and criticism. For the first time they wish more light upon plantation stocks; and of every sort. They studiously compare production returns for Ceylon, the Malay States, and Java; they write letters of complaint, of advice, and the banner companies, as Vallenbroek, continue paying almost unbelievably big dividends.

SYNTHETIC RUBBER EFFECTS.

The bugaboo of the rubber planter, synthetic rubber, has arrived at last, not as a far-off dream, but as an actuality. Two companies with laboratories in England produce it at will. Not in ton lots, to be sure, and not of the quality of upriver fine, but real rubber nevertheless and at a cost, if their figures are correct, that points to commercial possibilities. It had always been supposed that such a discovery would immediately put millions into the pockets of the discoverers, and put out of business those who gather from nature's sources. There is no indication that either happening is imminent. It will be a long time, under the most favorable circumstances, before the laboratories can be turned into factories, and a production, say, as great as that of guayule is reached. Or supposing within one or two years such amount were marketable would it not be absorbed with ease as were guayule, the higher grades of reclaimed rubber, and the inferior grades, and would not the only marked effect be a steadying of the market? Furthermore, the pioneers in extracting and treating guayule, ponchartrian and in high grade reclaiming, found that the world over they were extracting, treating and reclaiming by methods imitative or original, and that some kept pace with them in production. Is it not possible that the same alert manufacturers are already making isoprene, and that one day a plant for synthetic rubber production

will be as common as an adjunct to a rubber factory as the present reclaiming plant? Were this accomplished, its effect would not be to kill the business of rubber gathering, wild or planted. Reclaiming for the trade is either killed or handicapped by the individual reclaiming plants. If synthetic rubber captures the market it will be quietly, gradually, and with no apparent effect upon existing conditions.

LOOKING AHEAD.

After conference with the managers of selling branches in all parts of the country, the president of one of the leading motor-car manufacturing and vending combinations in the United States expresses his opinion that next year's demand for automobiles will require the manufacture of not less than 510,000 power vehicles, for pleasure and light business purposes, apart from motor trucks, and that 60 per cent. of those vehicles will be for utility purposes, with a distinct advance in the number of lower-priced cars sold for business and pleasure uses.

This—unless some genius comes to the front with a practical substitute—means a material increase in the demand for the hitherto indispensable rubber tire.

That the manufacturers propose to be prepared to meet it will be apparent from the frequent reports in the columns of the *Rubber World*, of extensive additions to their producing facilities made by the leading tire manufacturers.

For this important branch of the rubber manufacturing trade, future prospects, for some time to come, may therefore be figured as satisfactory—provided the figure on which this prognosis is based is reasonably near the mark.—*Rubber World*.

CRATHIE—THEN AND NOW.

There stood, some thirty years ago, on a small wooded eminence at the foot of Craig Ochie, a square white-washed building. Unpretentious in appearance, severe in outline, it laid no claim to architectural style, it gratified no taste for the beautiful, yet, to many who dwell near it it represented what was highest in their lives. The old Kirk of Crathie. They had known it from childhood, had walked summer and winter up the steep little path to its door and worshipped there with those dear to them. Barn-like in structure—the small bellry in the south wall being, almost the sole testimony to its religious character—it was as simple inside as out. Its straight, hard, wooden pews, underneath which often the faithful coiled asleep during the service, its little old fashioned preacher's box and surrounding gallery were all that a stranger, surveying an old age would not see again. Yet, possessing nothing that would attract the eyes of the Southerner, it appealed to the highest in the land, who for over forty years during their stay in the North rarely failed to be in her seat in the centre loft. The service longer then than now was attended chiefly by the parishioners, who came from the neighbouring farms and glens, with occasional strangers during summer months. It was essentially the Parish Kirk, and those who gathered there Sunday after Sunday were natives of the soil. The day of the bicycle and motor had not yet arrived, and many had to walk several miles to church, while the more prosperous jogged there steadily in dogcarts or vehicles of quaint form and usually creaky springs. No one hurried; there was no uneasy rush; it was the Sabbath, and though the Queen was in their midst it was "ill-fashon'd" to push and hustle to see her.

But things are altered now. The old white building has gone to make room for one more modern, more suitable to the requirements of a progressive age. Grey granite walls and red-tiled roof stand now on the little knoll and present a strictly ecclesiastical outline to the passer-by. The pews are comfortably cushioned, no hanging loft breaks the line of wall and window; lectern, prayer-desk, and beautiful communion-table show the good taste of a more artistic generation, a generation more tolerant in religious matters, but also less tolerant of lengthy services, long discourses, a generation that is always in a hurry, eager to be at the next thing. The church is all that the modern mind could desire. As one old Deeside body said: "The Kirk's no bad ye could just find the minister, but he aye beebin' up in a corner." This same spirit of unrest—if one may so call it—dominates the congregation on the Sunday when royalty is at Crathie. Strangers come a-wheeler, in motor-cars, carriages, and on foot, with any desire to worship, but simply and solely to see the great ones of the land. The craning of necks during the service, slow subsiding into seats at the close of psalm or hymn, and the unseemly haste with which all the visitors hurry out of church hardly waiting for the benediction, sterner the powers are comfortably cushioned, no hanging loft breaks the line of wall and window; lectern, prayer-desk, and beautiful communion-table show the good taste of a more artistic generation, a generation more tolerant in religious matters, but also less tolerant of lengthy services, long discourses, a generation that is always in a hurry, eager to be at the next thing. The church is all that the modern mind could desire. As one old Deeside body said: "The Kirk's no bad ye could just find the minister, but he aye beebin' up in a corner." 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His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity.	despatch-tessol	1700	12	2000	Comdr. Lowndes	Weihaiwei
Astraea	cruiser, 2nd class	4390	10	7000	Captain E. B. Kiddle	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble.	river gunboat	710	2	900	Lt.-Comdr. D. G. Washington	Weihaiwei
Britomart	river gunboat	710	2	900	Lieut.-Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. Lynes	Hongkong
Cherub	water tank and tug	380	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Vaele	Hongkong
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr. H. S. Moore	Weihaiwei
Flores	cruiser, 2nd class	4390	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	375	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	375	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. M. B. R. Blackwood	Weihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	Hongkong
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. T. J. S. Lowe	Yangtze
Merlin	sloop	1040	—	—	Commr. B. O. M. Davy	Labuan
* Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. Cayley	Hongkong
Moonmouth	cruiser, 1st class	3600	—	—	Capt. L. E. Power, M.V.O.	Weihaiwei
Moorchon	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	Hongkong
Newcastle	cruiser, 2nd class	4390	—	—	Capt. G. E. P. Hunt, D.S.O.	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut.-Com. C. H. Woodward	Yangtze
Otter	torpedo boat destroyer	350	6	5300	Comdr. C. L. Lambie	Weihaiwei
Rosaria	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Laku	torpedo boat destroyer	350	6	5300	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyres	Hongkong
Tual	river gunboat	180	2	800	Lt.-Comdr. R. J. Eschanaux	Yangtze
Thistle	river gunboat	710	2	900	Lt.-Comdr. M. B. Hamilton	Shanghai
Vingo	torpedo boat destroyer	355	6	5300	Lieut.-Com. H. D. Adair-Hall	Weihaiwei
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. Hancock	Singapore
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Comdr. G. B. Hartford	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut.-Com. B. R. Brooke	Yangtze
Woodcock	river gunboat	150	2	600	Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	600	Lt.-Comdr. G. F. A. Milock	Upper Yangtze
36	submarines	—	—	—	Lt. C. Godfrey Harbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong

Flagship of Vice-Admiral Alfred L. Winaloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I.	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicoli	Anoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Algier	French cruiser	3420	22	5100	Capt. Dulzon	Saigon
Alouette	French gunboat	508	7	400	Commander Bédin	Saigon
Argus	French river gunboat	180	8	570	Lieut. d'Estienne	Canton
Caronde	French gunboat.	150				Saigon (Reserve)
Comète	French gunboat	500	8	500	Comdr. J. Gervais	Saigon
Décidée	French gunboat	645	10	1000	Lieut. de Linars	Saigon

Estoc	French gunboat	141	—	—	Saigon (Reserve)
Espargeon	French sub-marine	—	—	Lieut. Combet	Saigon
Fronde	French destroyer	350	7	303	Saigon
Henri Riviere	French gunboat	—	—	—	Haiphong
Jacquin	French gunboat	203	8	308	Haiphong (Reserve)
Lion	French gunboat	500	—	—	Saigon (Reserve)
Lynx	French sub-marine	—	—	Lieut. Marris	Saigon
Manche	French surveying ship	1825	10	5000	Comdr. Ragot de Touche
Montcalm	French cruiser	3700	12	12,500	Capt. Cheron
Mousquet	French destroyer	907	6	300	Lieut. de la Roche Keranderson
Oly	French gunboat	—	—	—	Lieut. de Mairdeville
Poiho	French gunboat	130	—	—	Lieut. Puch
Pistolet	French torpedo boat	130	7	300	Comdr. Morzanol
Protee	French sub-marine	—	—	—	Lieut. Morris
Redoutable	French battleship (reserve)	9457	8	6071	Capt. Drouet
Styx	French gunboat	1708	10	1700	Lieut. Seriot
Teklong	French gunboat	—	—	—	—

Takou	French destroyer	233	0	—	Saigon (Lieser)	
Vauban	French torpedo-depot	—	—	—	Hongay	
Veteran	French torpedo-depot	—	—	Lieut. Bihel	Cap. St. Jaeger	
Vigilante	French gunboat	123	7	500	Lieut. Biscall	Canton
Emden	German cruiser	3600	22	13,500	Capt. Vollerthun	Tsingtau
Gneissena	German armoured cruiser	11,600	36	28,000	Captain v. Usler	Tsingtau
Idis	German gunboat	900	12	1300	Comdr. Messmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Vauseul	Hongkong
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tsingtau
Luchs	German/gunboat	900	10	1350	Capt. Lt. Bendemann	Shanghai
Nürnberg	German cruiser	3400	22	13,200	Capt. Tüger (Karl)	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	28,000	Capt. Kraft	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tsingtau
	German torpedo-boat	230	4	6000	Lieut. Kalba (Hans)	Tsingtau

Tiger	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Tsingtau	German river gunboat	223	4	1350	Capt. Lieut. Graf Dohna-Schlodien	Canton
Vaterland	German river gunboat	223	4	500	Capt. Lieut. Kauter	Shanghai
Calabria	Italian cruiser	2145	5		Comdr. Sommi Picenardi	Shanghai
Macao	Portuguese gunboat				Capt. Martins	Macao
Patrin	Portuguese gunboat	700	—	—	Captain J. Milheiro	Macao
Agder	U. S. submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	U. S. protected cruiser	3430	17	7900	Com. Clarence S. Williams	Yokohama
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign E. S. Root	Manila
					Ensign D. H. Allen	

Callao	U. S. gunboat	243	8	255	Ensign Stuart W. Calk	Canton
Chancey	U. S. torpedo-boat-destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chatanooga	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Decatur	U. S. torpedo-boat-destroyer	420	9	—	Ensign C. S. Graves	Manila
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Yangtze River
Helena	U. S. gunboat	1397	18	1800	Comdr. R. O. Bittler	Yangtze River
Julien	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Minoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Macassin	U. S. submarine	—	—	—	Ensign E. D. Whittier	Manila
Mohican	U. S. station ship	1800	—	5244	Ensign Robt. V. Lowe	Manila
Monsadnock	—	—	—	—	—	Cavite
Montevie	U. S. monitor	4084	4	5206	Commander H. A. Bishop	Cavite
New Orleans	U. S. cruiser	3430	25	—	Comdr. William G. Miller	Yokohama
Panmanga	U. S. gunboat	243	8	—	Lieut. George C. Pegram	Cavite
Porpoise	U. S. submarine	—	—	—	Ensign ¹ C. Van de Carr	Manila
Quinos	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Rainbow	U. S. cruiser	3208	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Ramar	U. S. gunboat	24 ³	8	250	Ensign N. H. Goss	Yangtze River
Saratoga	U. S. protected cruiser	3150	25	17,075	Comdr. Joseph H. Jayne	Yokohama
Shark	U. S. submarine	—	—	—	Ensign Henry H. Jensen	Manila
Sillaboe	C. S. gunboat	370	9	600	Lieut. W. L. Friedell	Yangtze River
Wilmington	U. S. gunboat	1397	20	1894	Comdr. W. A. Edgar	Hongkong

Flagship of Rear-Admiral John Hubbard, Commander-in-Chief United States Asiatic Fleet.

* Flagship of Rear-Admiral de Ostrée, Commander-in-Chief, the French China Station.

Flagship of Capt. (Commodore) Jean-Baptiste, Commanding the local defence Indo-China.

BY TELEGRAPH.

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THE WAR.

TURKS SHELL TRIPOLI.

(Reuter's Service to the China Mail.)
London, Nov. 2.
Reuter's correspondent at Tripoli wires that the Turks fired a few shells into the town, doing no damage, but a shell which exploded in the trenches wounded seven Italians.

QUESTIONS IN BRITISH PARLIAMENT.

Sir Edward Grey, in the House of Commons, speaking in reference to the alleged massacre of Arabs by the Italians, said Britain cannot interfere with the military operations of Italy. To do so would be inconsistent with the policy of neutrality. He added earnestly that he deprecated questions which were offensive to other countries.

Mr. Mason, M.P., asked Mr. Asquith what action the Government proposed to take to express the horror and detestation of the House at the massacre of Arabs.

Mr. Asquith, in reply, said he deprecated most strongly such questions. (Cheers.)

MODERN WARFARE.

LATER.
The bomb thrown from the aeroplane by the Italians in Tripoli created indescribable confusion in the Turkish camp.

Soldiers fled in all directions and animals stampeded.

The aeroplane will repeat the experiment to-day.

ITALY'S NEW SCHEME.

Reuter's correspondent at Rome wires that Admiral Aubry considers that the Italian Fleet is sufficient to occupy several islands of the Turkish archipelago, to blockade the Dardanelles and to make a naval demonstration at Salonika or Smyrna.

BUTCHERY DENIED.

The Italian Premier has issued an emphatic denial of the wholesale slaughter of Arabs. He says the oasis had to be purged when the Arabs were attacking the Italians in the rear, and adds that but 2,200 Arabs were deported to Italian islands.

He charges the Turks with killing wounded Italians, quoting as an instance that the Bersagliers lost 300 killed and only 14 wounded.

THE ITALIAN INVASION.

LONDON, NOV. 3.
Reuter's Malta correspondent states that practically the whole of the Italian warships have left Tripoli bound for Turkish waters.

FRANCE AND GERMANY.

NOW COMPOSING THEIR DIFFERENCES.

(Reuter's Service to the China Mail.)
LONDON, NOV. 3.
Reuter's correspondent at Berlin wires that Herr Kiderlen-Waechter and M. Cambon have initialled the Treaty dealing with compensation in the Congo.

The whole Franco-German Agreement will be signed on the 4th inst.

BRITISH RAILWAY MEN DISAGREE.

(Reuter's Service to the China Mail.)
LONDON, NOV. 3.
The railwaymen's conference, after a protracted discussion, has been further postponed owing to differences among the delegates.

THE AMERICAN NAVY.

FLEETS REVIEWED.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
Reuter's correspondent at New York wires that Mr. Meyer, Secretary of the Navy, reviewed 98 American warships, including two of the latest Dreadnoughts.

At Los Angeles Rear Admiral Thomas reviewed 24 vessels of the American Pacific Fleet.

LONDON, NOV. 3.
Reuter's New York correspondent cables that President Taft has reviewed the Fleet. The scene was most impressive, the ships being past the statue of Liberty while the city trembled from the booming of salutes.

BY TELEGRAPH.

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THE REBELLION.

MILITARY DICTATION.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
The National Assembly at Peking, in secret session, agreed to accept eleven out of twelve demands presented by the (mutinous) troops at Lanchow, including the perpetuation of the present dynasty, a general amnesty and a free Parliamentary constitution.

The Assembly rejected a demand that the summoning of Parliament on all important occasions should be dependent upon the approval of the Army.

A SETTLEMENT?

LONDON, NOV. 3.
Reuter's Peking correspondent wires that the Throne has ordered the immediate return of Yuan Shih Kai.

In the meanwhile the National Assembly has telegraphed to the rebel leader, Li Yuan Heng, requesting him to suspend hostilities while endeavours are made to settle the differences of all parties.

HANKOW AFIRE.

(From Our Own Correspondent.)
SHANGHAI, NOV. 2.
A wireless message states that Hankow native city has been afire since yesterday morning.

REPORTED REBEL SUCCESSES.

Native papers say the Revolutionists won a great victory on the 31st ult. and that the Imperialists retreated to Shekow, setting fire to Hankow before leaving.

Ankang is reported to be in the hands of the rebels.

TO PROTECT AMERICANS

At the request of residents, the American torpedo-boat Balabridge and the supply ship Pomfrey leave to-day for Foochow.

ANKING BOMBARDED.

(Wah Tsz Yat Po's Service.)
SHANGHAI, NOV. 2.
On the 1st inst. the rebels bombarded the city of Ankang, the capital of Anhui Province. They continued to fire shells all through the night until day-break.

THE PICK OF THE REBELS.

During the recent fighting against the Imperialists the bravest men on the side of the rebels were the revolting Yunnan soldiers.

EX-MINISTER'S MOVEMENTS.

Sheng Shun Hui, the degraded Vice-President of Communications, has arrived at Tsingtau. He is stated to be on the way to Japan.

YUNNAN-FU CAPTURED.

(Wah Tsz Yat Po's Service.)
SHANGHAI, NOV. 3.
It is officially stated that Yunnan-fu, the capital of Yunnan, has been captured by the rebels.

LOAN FROM HONGKONG BANK.

SHANGHAI, NOV. 3.
The National Assembly has granted the request of the Finance Board to conclude a loan with the Peking branch of the Hongkong and Shanghai Bank in order to relieve the money market. The loan amounts to £5,000.

PEACE OVERTURES.

H. E. Yuan Shih Kai has memorialised the Throne to the effect that hostilities at Hankow have been temporarily suspended in order to allow of negotiations for the settlement of the trouble.

If the rebels still persist, he intends bombarding Haoyang and Wuchang.

PAOTING CAPTURED.

The city of Paoting-fu was captured by the rebels on the evening of the 1st inst. at 11 o'clock.

GIGANTIC FIRE AT HANKOW

(From Our Own Correspondent.)
SHANGHAI, NOV. 3.
The Imperialist troops on the 1st inst. notified the inhabitants of Hankow of their intention to burn the city in order to end the street fighting. The result was a gigantic conflagration.

FOREIGN CONCESSIONS UNTOUCHED.

The Foreign Concessions have hitherto been untouched.

BY TELEGRAPH.

REBELS STRENGTHENING WUCHANG.

The Rebels are strengthening Wuchang and it is believed that they intend to retire there after having previously burned the arsenal.

SHANGHAI TROOPS MUTINY.

SHANGHAI, NOV. 3, 3.30 p.m.
The troops at the North Gate of the native city of Shanghai have gone over to the rebels.

They seized the police station as well as the Kong Nam machinery factory.

It is expected that at any moment the native city will fall into the hands of the rebels.

LI YUAN HUNG'S TERMS.

General Li Yuan Hung, the Rebel leader, has given His Excellency Yuan Shih Kai twenty-five conditions under which he is willing to accept peace.

The question of race presents a difficulty.

PAOTING-FU FALLEN.

Paoting-fu fell on the night of the 1st inst.

CANTON'S UNRELIABLE DETECTIVES.

(Wah Tsz Yat Po's Service.)
CANTON, NOV. 3.
The Victoria has abolished the Detective Department. This is said to be due to the fact that the detectives have been giving false information in regard to revolutionary movements, besides which the heavy cost, calculated at \$6,000 a day, cannot be borne.

TROUBLE IN KWANGTUNG.

Pirates at Work.
(Wah Tsz Yat Po's Service.)
CANTON, NOV. 3.
A wealthy Chinese merchant named Chu Kong Yuen, engaged a steam launch to convey himself and his family from Canton to his native village. On reaching Ma-ning, a village to the south of the Shun Tak District, the launch was attacked by a gang of robbers and in the scuffle that ensued 15 lives were lost through the sinking of the craft.

HOME RULE.

ITS ECONOMIC AND FINANCIAL ASPECT.

(Reuter's Service to the China Mail.)
LONDON, NOV. 3.
Mr. John Redmond addressed an important meeting at the City Liberal Club last night, held under the auspices of the Government. There was a crowded attendance. Earl Beauchamp presided, and the Master of Elibank, Baron Pirrie, Professor William Ridgeway and other prominent Liberals were on the platform.

Mr. Redmond, who met with a cordial reception, dealt with the economic and financial aspects of Home Rule. He emphasised the capacity of the Irish for industrial pursuits and asserted that one of the first fruits of self-government would be a revival of industries. Until Ireland had a native Government composed of men understanding the country great questions, notably that of transit, would never be settled. It had been said that Ireland was a beggar accepting a bounty, yet her contribution to the Imperial Government towards the expense of the upkeep of the Army and the Empire had been £329,000,000 for the past century, which was pretty good for a pauper.

MUNICIPAL ELECTIONS.

THE POLITICAL ASPECT.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
The returns to midnight of the Municipal elections in England and Wales show 52 Liberals; 42 Conservatives; 41 Labour; and 11 Independent gains.

"TAXI" DRIVERS OUT.

ESPIONAGE RESENTED.
(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
Six thousand taxi-cab drivers are idle in London.

To-day they meet to decide whether they will strike as a protest against the companies employing spies to ascertain whether cabbies are appropriating "extras."

STRIKE DECLARED.

LATER.
At a mass meeting of taxi-cab drivers it was decided not to return to work.

The Chairman complained that the masters had refused a conference with the men. He also instanced cases of spies making wrong reports.

IS BOXING DOOMED?

GOVERNMENT ATTITUDE DEFINED.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
The chief topic in sporting circles at present is an announcement by Mr. MacKenna, the Home Secretary, regarding Boxing, in which he states that if the object and intent of the combatants are to subdue each other by a violent blow until one can endure it no longer, a contest is illegal. On the contrary, if it is a sporting match the object of which is to win by skill, and not severity of injuries, it is lawful.

LONDON'S TRAFFIC.

AN IMPORTANT COMBINE.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
An amalgamation of the London motor-buses and the underground railways is about to be concluded.

It is announced that there will be no raising of fares, but, on the contrary, there will be some reductions and greater facilities will be afforded the public.

The capital involved is £30,000,000.

SCOTTISH HOME RULE.

A PLAIN DECLARATION.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
A meeting of Scottish Members of Parliament favouring Home Rule was held at the House of Commons yesterday and resolved that no Home Rule Bill would be satisfactory unless it provided for self-government in Scotland.

BY TELEGRAPH.

[COPYRIGHT.]

INTERPORT SHOOT.

SHANGHAI'S FINE SCORE.

(From Our Own Correspondent.)
SHANGHAI, NOV. 3.
The interport rifle shoot took place to-day when Shanghai made a total score of 943.

[Note.—Last year the scores were: Hongkong, 929, Singapore, 938, Penang, 867 and Shanghai, 963.—Ed. C.M.]

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THE STEEL TRADE.

A DISCRIMINATING REBATE.

(Reuter's Service to the China Mail.)
LONDON, NOV. 2.
The principal English and Scotch steel-makers have issued an important circular proposing a rebate of four shillings per ton to certain classes of material provided consumers purchase exclusively from certain British steel-makers. The rebate is payable in the fourth month after delivery, and the signatories number upwards of 20 of the largest firms in the country.

The scheme will not apply to the exports of material, but it is intended to shut out foreign materials which are sold at the cheapest rates in Britain.

There are already signs of strenuous opposition to the scheme.

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'CUMSHAW'

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Address in the United

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AND CHOW CHOW

IN JARS.

INDIAN CHUTNIES

GUAVA JELLY.

CEYLON TEA in 5 lbs. Boxes.

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NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND 'APCAR LINE'.

Proposed Sailings from Hongkong

For Freight and further particulars apply to

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UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET.

THE CHEAPEST BECAUSE IT LASTS THE LONGEST.

Inspection Invited.

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MACHINERY DEPARTMENT

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Destroys WHITE ANTS and prevents decay.

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The above monthly premium will secure a £1,000 Policy on good life, aged 25 next birthday.

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WINE MERCHANTS.

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Hongkong, August 18, 1911.

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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KORE, PALAWAN AND YOKOHAMA	Capt. R. E. Bicknell	6th Nov.	Freight and Passage.
SHANGHAI	DELTA	About 8th Nov.	Freight and Passage.
LONDON, via Cape of Good Hope	ARCADIA	11th Nov.	See Special of Call.
LONDON & ANTWERP	MALTA	About 15th Nov.	Freight and Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Shanghai, Nagasaki, Yokohama, Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" calls at MOJI instead of Nagasaki.

Proposed sailings from Hongkong and St. John.

Connecting with Royal Mail Atlantic Steamers.

From St. John.

STEAMERS	DATE	REMARKS
EMPEROR OF INDIA	SATURDAY, 4th Nov.	1st Dec.
EMPEROR OF JAPAN	SATURDAY, 2nd Dec.	25th Dec.
EMPEROR OF INDIA	SATURDAY, 19th Dec.	1912
EMPEROR OF JAPAN	SATURDAY, 27th Jan.	1913

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent liners of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York & Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Ministers, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

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HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 8th Nov., at Daylight
ATSUBA MARU, Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 22nd Nov., at Daylight	
HITACHI MARU, Capt. T. Yamawaki, Tons 7000	WEDNESDAY, 6th Dec., at Daylight	
YAWATA MARU, Capt. Izawa, Tons 7000	TUESDAY, 7th Nov., at Noon	
INABA MARU, Capt. S. Tomioka, Tons 7000	TUESDAY, 6th Dec., at Noon	
SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 2nd Dec., from KOBE	
YAWATA MARU, Capt. T. Sekino, Tons 6000	FRIDAY, 24th Nov., at Noon	
NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 21st Dec., at Noon	
CEYLON MARU, Capt. Tazawa, Tons 6000	WEDNESDAY, 8th Nov., at Noon	
MIYASAKI MARU, Capt. T. Sato, Tons 6000	THURSDAY, 9th Nov., at 11 a.m.	
TOGA MARU, Capt. T. Sato, Tons 6000	TUESDAY, 14th Nov., at Noon	
NAGASAKI MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 22nd Nov., at Noon	

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NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

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The next steamer from Hongkong:

MIKE MARU, Tons 4000, Capt. M. Tabata, on November 18th.

1912 PASSENGER SEASON, 1912

FOR EUROPE.

STEAMER	Tons	Captain	FROM HONGKONG
TANGO MARU	8000	K. Kawara	Feb. 14th
KAMO MARU	9500	F. L. Sommer	Feb. 28th
AKI MARU	9000	A. O. Moser	March 13th
MISHIMA MARU	7000	M. Hagino	April 10th
ATSUBA MARU	9000	Wm. Thompson	April 24th
HITACHI MARU	7000	T. Yamawaki	May 8th
MIYASAKI MARU	9000	T. Murai	May 22nd

FOR SEATTLE.

STEAMER	Tons	Captain	FROM HONGKONG
INABA MARU	7000	S. Tomioka	Feb. 27th
TAMBA MARU	7000	K. Noda	March 20th
HANUKI MARU	7000	F. Iwano	April 3rd
AWA MARU	7000	S. Tomioka	April 23rd
INABA MARU	7000	S. Tomioka	May 21st

For Further Information as to Freight, Sailings, &c., apply to T. KUBUKOTO, Manager.

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U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE

Only line taking the warm, SCOTSDOWN ROUTE across the Pacific, via Honolulu Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATE
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 p.m.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 18th Dec., at 1 p.m.
KOREA	18,000	FRIDAY, 18th Jan., at 1 p.m.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 p.m.

* Twin Screw. * Via Manila.

All Steamers have an Excellent Philippine Stringed Orchestra for the entertainment of passengers and are equipped with Wireless Telegraphy.

The S.S. SIBERIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 10th November, at 1 p.m.

Fares: Hongkong to London, £71, 10/0. Return six months £120 2s months £125, including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the United States Army, Navy, U.S.P.H. & M.H. Services, at Ports of call, also all the United States Army, Navy, U.S.P.H. & M.H. Services, Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan, located in Asia, to United States and Canadian Points; Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan, located in Asia, also Commissioned Officers of U.S. Army, Navy, U.S.P.H. & M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all points—Milestones and their families.

INTERMEDIATE SERVICE.

China, 10,200 Tons, FRIDAY, 17th Nov., at 1 p.m.

Persia, 9,000 Tons, FRIDAY, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, November 17th, at 1 p.m.

On the Fine Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

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FRED J. HALTON, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	Captain	DATE OF SAILING
SHINYO MARU	21,000	H. S. SMITH	Friday, Nov. 3, at Noon
CHIYO MARU	21,000	W. W. GREENE	Friday, Dec. 1, at Noon
NIKKO MARU	11,000	A. G. STEVENS	Friday, Dec. 22, at Noon
TENYO MARU	21,000	E. BENT	Friday, Dec. 22, at Noon

* Triple Screw, turbine engines. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer SHINYO MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on FRIDAY, 3rd November, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Capt. A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 22nd November, at Noon.

SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY AT SILANA CRUZ.

The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	Date of Sailing
HONGKONG MARU	11,000	Wednesday, Dec. 13, at Noon
KIYO MARU	17,500	Tuesday, Feb. 18, at Noon
BINGO MARU	11,000	Tuesday, April 9, at Noon

The Steamer HONGKONG MARU will be despatched hence for MEXICAN, PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONOLULU on WEDNESDAY, the 13th December, at Noon.

FARES FROM HONGKONG:

To London, £71.10.0.

To Valparaiso, £67.0.0.

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To Honolulu, £25.0.0.

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Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

Special Rates (First class only) are granted to principal points in the United States, Canada, and Europe on terms which may be obtained from the Undermentioned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent.

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Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW-YORK.

TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre & Hamburg
S.S. ELAVONIA 3rd Nov.	S.S. BAYERN 7th Nov.
S.S. SCANDIA 10th Nov.	For Rotterdam, Hamburg & Awerp
S.S. SPERZA 2nd Dec.	S.S. BADEN 12th Nov.
S.S. SEGOLIA 27th Dec.	For Rotterdam, Hamburg & Awerp
S.S. BELGICA 14th Dec.	S.S. ARADIA 18th Nov.
S.S. RUEVIA 10th Jan.	For Havre & Hamburg
S.S. GOLDENFELD 24th Jan.	S.S. BREITENFELD 21st Nov.
	For Rotterdam, Hamburg & Awerp
	S.S. SYTHONIA 6th Dec.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	To SAIL
TIENSIN	CHONGSHING	SATURDAY, Nov. 4, at 1 p.m.
SHANGHAI	CHONGSHING	SATURDAY, Nov. 4, at 1 p.m.
MANILA	LOONGSANG	SATURDAY, Nov. 4, at 3 p.m.
SHANGHAI via SWATOW	HONGSANG	TUESDAY, Nov. 7, at Noon
SHANGHAI, KOBE AND CALCUTTA	NAMSANG	FRIDAY, Nov. 10, Daylight
MANILA	YUENSANG	SATURDAY, Nov. 11, at 2 p.m.
SINGAPORE, PENANG & FOOKSANG	FOOKSANG	MONDAY, Nov. 13, at Noon

RETURN TOURS TO JAPAN. (Occupying 21 days).

The steamers Kiang, Namsang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Tawoo, Usunk, Jasselon and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
SHANGHAI	LIENAN	Nov. 4, Midnight
WEIHAIWEI, CHEFOO & TIENSIN	HUCHOW	Nov. 6, at 4 p.m.
MANILA, LOILO & CEBU	TAAN	Nov. 7, at 4 p.m.
SHANGHAI	CHINCHUA	Nov. 9, at 4 p.m.
SHANGHAI	ANHUI	Nov. 11, Midnight
MANILA, CEBU & LOILO	KAIKONG	Nov. 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LIENAN" and S.S. "LIANLU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tea" & "Laming". Saloon accommodation amiable: Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kaitum" situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chefoo and Electric Fans in State-rooms and Dining Saloon).

Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Oct. 20.	Nov. 11th, at Noon
WESTERN	Nov. 17.	Dec. 9th, at Noon
EMERALD	Dec. 15.	Dec. 23rd, at Noon
		Jan. 6th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

Hongkong, November 2, 1908.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES PROPOSED

SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	(Tons gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama, Shimoda & Yokohama	PANAMA MARU	6050	Tuesday, 14th Nov., at 11 a.m.
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokohama, Shimoda & Yokohama	SEATTLE MARU	6182	Wednesday, 29th Nov., at 11 a.m.

The S.S. Chicago Maru will not call at Keelung.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasures and Parcels.

Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMSIU via SWATOW & AMOY	DAIGOI MARU	SUNDAY, 5th Nov., at 10 a.m.
FOOCHOW, via SWATOW AND AMOY	OHOSHUN MARU	WEDNESDAY, 8th Nov., at 10 a.m.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply to the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager

Shipping

JAPAN-CHINA-AUSTRALIA LINE.

NORDBREITSCHE LLOYD, BREMEN.

FOR MANILA, ANGAUR, YAP, FRIEDRICH WILHELMSHAFFEN, RABAU, SAWARAI, BRISBANE AND SYDNEY.

THE Steamship PRINZ WALDEMAR.

Captain H. Bräuer, (ready to load To-day) will leave for the above places on SATURDAY, the 4th inst., at 10 a.m.

For Freight or Passage, apply to NORDBREITSCHE LLOYD, MELBOURNE & CO., General Agents.

Hongkong, November 2, 1911.



STEAM F.R.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bill of Lading issued for BATAVIA, PERSIAN GULF, COCHIN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LOMB, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due - PLYMOUTH (London 1 day later)	
Steamer	Tons	Ip.m. Sat'day	Steamer Tons	Saturday Friday	
ASSAYE	7500	Feb. 3	MANUVA.....11000	March 2	March 8
HEMADAYA.....	7000	Feb. 17	MACEDONIA.....10500	March 16	March 22
DELHI	8000	March 2	MOREA.....11000	March 30	April 5
INDIA	8000	March 13	Through Steamers	April 13	April 10
DEVANHA	8000	March 30	MOLDVIA.....11000	April 27	May 3
DELTA	8000	April 13	MAJOJA.....12500	May 11	May 17
ASSAYE	7500	April 27	MO'GOLIA.....10000	May 25	May 31
DELHI	8000	May 11	MALWA.....11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of a.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING 1st and 2nd SALOON-PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due London
Tonnage	about	about
NYANZA	7000	February 7
NILE	7000	March 6
NUBIA	6000	March 19
SUMATRA	6000	April 3
NAMUR	7000	April 17
PALAWAN	6000	May 1
BORNEO	6000	May 15
STRIA	7000	May 29
RIRE	7000	June 12

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARE: TO LONDON
1st SALOON £56.0 SINGLE £92.10 RETURN.
2nd " £35.10 " £57.4 "

For further particulars apply to

E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI KOBE AND YOKOHAMA	TOURANE		Nov. 6, about 6 P.M.
MARSEILLES, Via Port	ERNEST-SIMONS, GIBRA		Nov. 7, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at SINGAPORE, K. BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA
Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 2) hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.
For further particulars apply toP. THOMAS, Agent,
QUEEN'S BUILDING.DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIYANG	Capt. J. W. Evans	WEDNESDAY, 8th Nov., at Noon.
HAIYAN	Capt. J. S. Roach	FRIDAY, 10th Nov., at 11 A.M.
HAIHING	Capt. W. C. Passmore	TUESDAY, 14th Nov., at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	FRIDAY, Nov. 10, at 4 P.M.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	MONDAY, Nov. 20, at 4 P.M.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
STRATHLYON	8,000	J. R. SHAW	21st November.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, PRAYA CENTRAL.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

From HONGKONG. From COLOMBO.
28th October. 12th November.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA
FREQUENT SAILINGS. End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

New Line of Steamers

South African Ports.

ORIENTAL & AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIO, 3,000 tons, to be dispatched End of December.
S.S. KATANGA, 5,000 tons, to follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents

Hongkong, August 28, 1911.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIERS, YORCK		WEDNESDAY, 15th Nov., at Noon.
GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	(17,000)	

STEAMERS	Tons	To SAIL
MANILA, ANGAUR, YAP, PRINZ WALDEMAR, NEW GUINEA, BRISBANE		SATURDAY, 4th Nov., 10 A.M.
SYDNEY & MELBOURNE	(6,100)	

STEAMERS	Tons	To SAIL
ROBE AND YOKOHAMA	(6,750)	About 14th Nov.
		COBLENZ, Capt. L. Klugis.

STEAMERS	Tons	To SAIL
KUDAT and SANDAKAN	(6,000)	Middle of November.
		BORNEO, Capt. F. Sembill.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,

MELOBERS & CO.,

General Agents, Hongkong & China.

Regal Boots

AND

Shoes

FOR SALE

AT REASONABLE PRICES.



THE SAVOY.

8, D'Aguiar Street

(opposite Court House).

Shipping.

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA,' (8,000 Tons)
CAPTAIN G. W. GORDON, R.N.R.THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 18th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE ATMARSEILLES April 13th.
LONDON April 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

YOUR
LAST
OPPORTUNITY

Useful and Acceptable Christmas Presents.

Finest Hankow Tea.

5lbs. nett \$9.00. 7lbs. nett \$11.50. 10lbs. nett \$15.00

Chow Chow.

Cumquat.

Half dozen 5lbs. Jars \$11.00 Half dozen 5 lbs. Jars \$13.00
One " 2 1/2 lbs. " \$11.50 One " 2 1/2 lbs. " \$13.50

Finest Preserved Ginger.

Half dozen 5 lbs. Jars " \$15.00
One " 2 1/2 lbs. " \$15.50

These Prices are inclusive of all duties and charges so that the goods are delivered ABSOLUTELY FREE TO ANY ADDRESS THROUGHOUT GREAT BRITAIN.

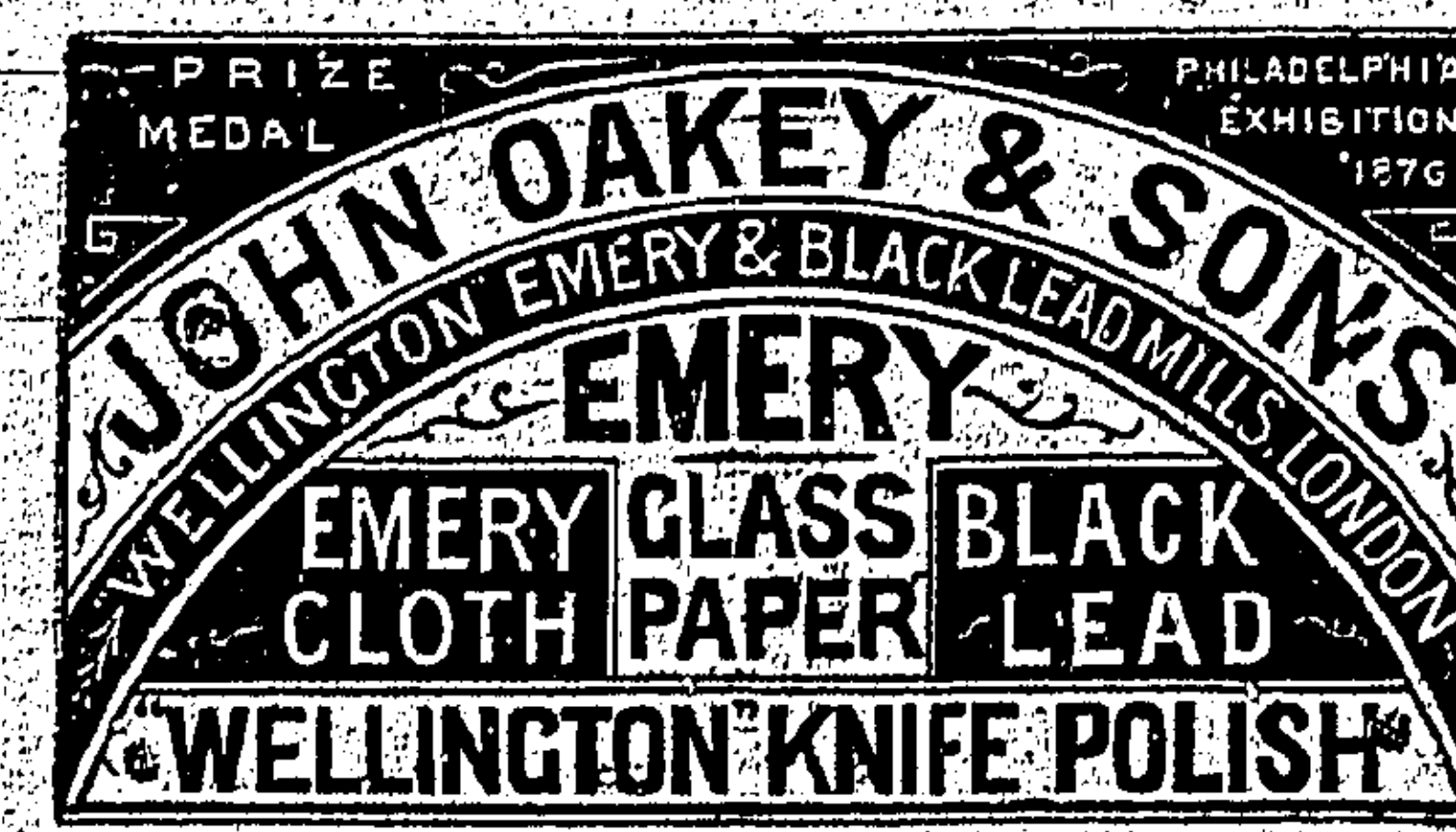
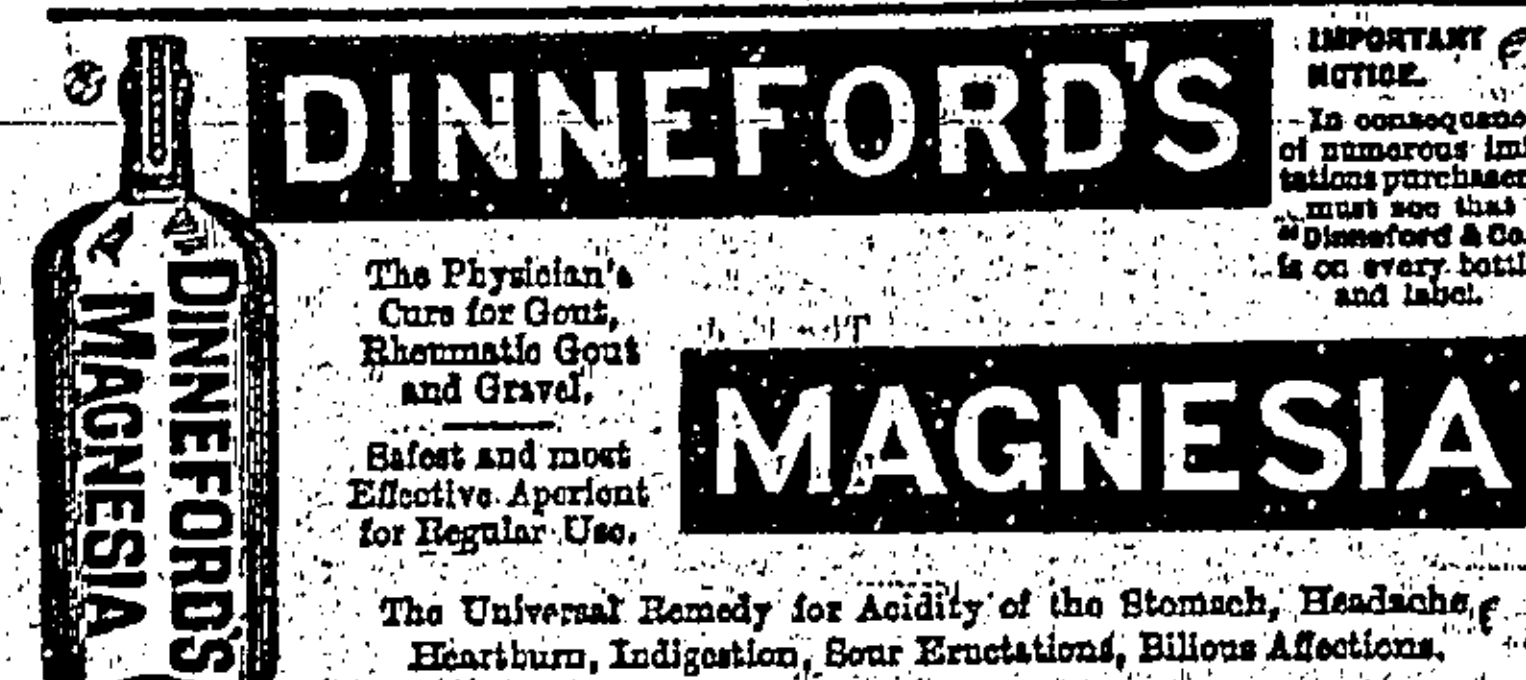
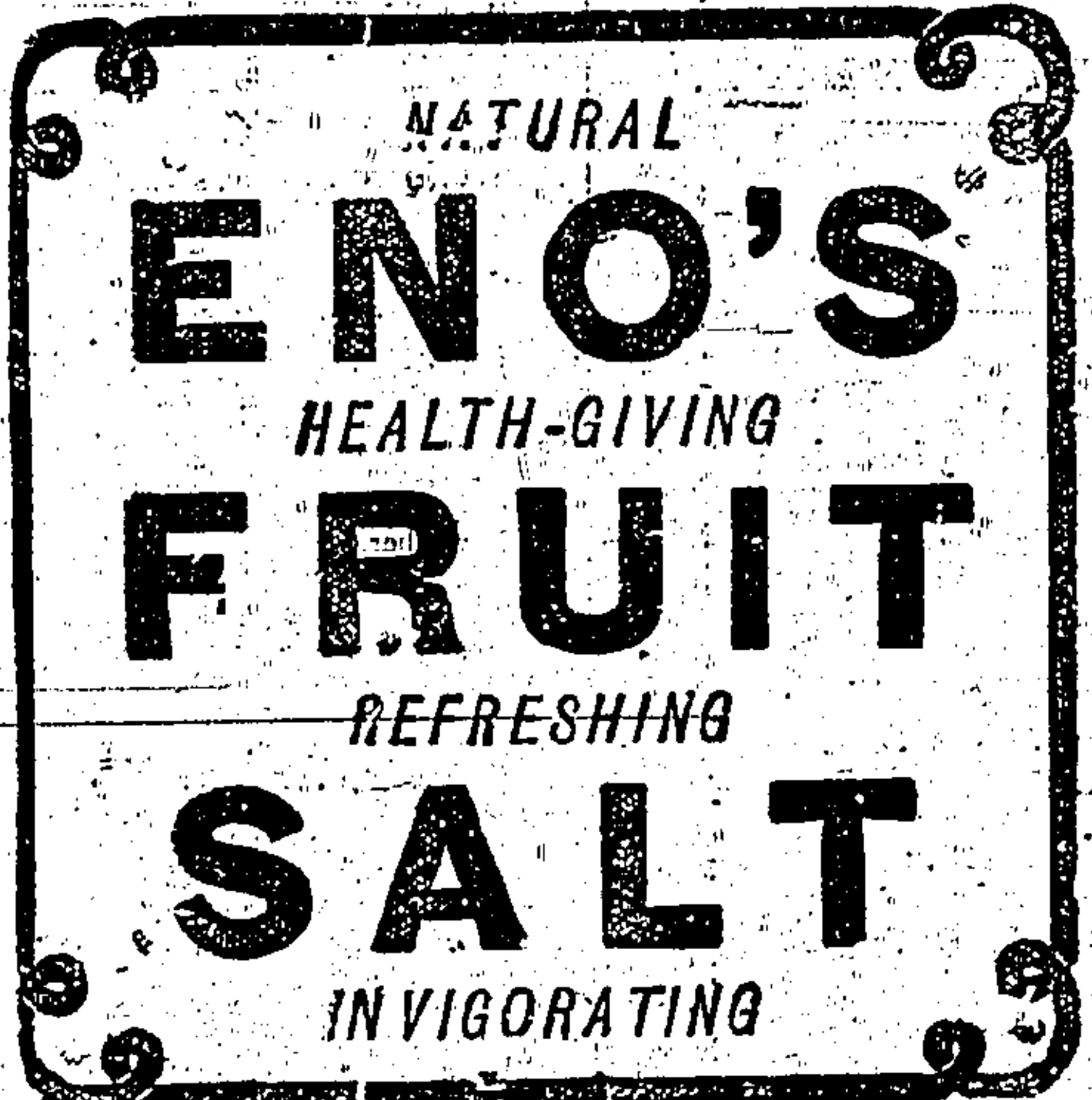
NOTE THE LAST DISPATCH.

S.S. KAGA MARU leaves ... 8th Nov. due in London 21st Dec.

All orders will have our careful and prompt attention.

CHINA EXPRESS CO.,

J. TAYLOR, Manager.

3, DUDDELL STREET,
(Opposite Lamartine's Auction Rooms).
Hongkong, August 15, 1911.

Notices to Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignees' risk and expense.

Cargo remaining on board WEDNESDAY, November 1st, 1911, at 5 p.m., will be landed at Consignees' risk and expense and delivery must be taken from Company's Godown.

Cargo remaining undelivered MONDAY, November 6th, 1911, at 5 p.m., will be subject to rent and landing charges. No Fire Insurance whatever will be effected.

All claims must be filed on or before November 30th, 1911, otherwise they will not be recognized.

FRED J. HAYDON,
Agent.

Hongkong, October 22, 1911.

NOTICE TO CONSIGNEES.

FROM CA' CUTTA, PENANG AND SINGAPORE.

THE Steamship Lightening having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

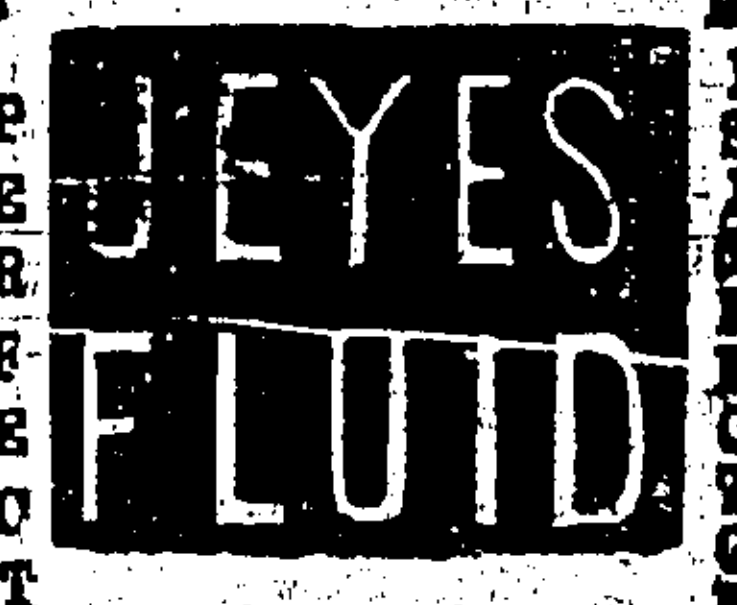
Cargo remaining on board after 5 p.m. of the 4th November, will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside. Such Cargo impeding the discharge of the vessel, will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by the Underwriter.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, November 3, 1911.



SOLE AGENTS,

W. G. HUMPHREYS & CO.,

BANK BUILDINGS,

Hongkong, May 18, 1906.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 12.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 a.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

EUROPEAN AGENCY.

WHOLESALE Indents promptly

executed at lowest cash prices for all kinds of British and Continental goods, including:

Books and Stationery.
Boots, Shoes and Leather.
Chemicals and Druggists' Sundries.
China, Earthenware and Glassware.
Cycles, Motors and Accessories.
Fancy Goods and Perfumery.
Hardware, Machinery and Metals.
Jewellery, Photo and Watch.
Photographic and Optical Goods.
Provisions and Oilmen's Stores.

Commission 2 1/2% to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS

(Established 1814).

25, Abchurch Lane, London, E.C.

Cable Address: "WILSONS," London.

THE CHINA MAIL.

Typhoon Guide.

Price 20 cents.

